



ABBREVIATED J. IT MESSAGE FORM Approved For Release 2002/06/24 : CIA-RDP99B00048R000100300001-4 and or CONTINUATION SHEET				SECURITY CLASSIFICATION <b>S E C R E T</b>			
PRECEDENCE		RELEASED BY		DRAFTED BY		PHONE	
ACTION <b>PRIORITY</b>							
INFO							

  

25X1A
25X1A

**B. THE CUSTOMS FORM C-185 STILL REPRESENTS A POTENTIAL PROBLEM AREA IN THAT THIS FORM IS APPARENTLY REQUIRED** 
25X1A

YET NO INFORMATION IS AVAILABLE TO DETACHMENT "G" REGARDING ITS USE. THE LOS ANGELES U.S. CUSTOMS OFFICE AND WEST COAST MAC PERSONNEL CLAIM TO HAVE NEVER HEARD OF THIS FORM. REQUEST HEADQUARTERS ASSISTANCE AND GUIDANCE FOR FUTURE USE.

**C. ANNEX E TO OPS ORDER 6-69**  **REQUESTED USAF PRO-**
25X1A

VIDE C-141 SUPPORT FOR REDEPLOYMENT FROM  TO EDWARDS VIA THE 25X1A  
 EAST COAST. REFERENCE FURTHER STATED 10,000 GALLONS OF F-34 FUEL AVAILABLE AT  IN ADDITION TO RUNWAY LOAD-BEARING INFORMATION.

LEVIED THIS REQUIREMENT ON MAC; HOWEVER, ON 25 OCTOBER, 25X1A  
 THE  WAS ADVISED BY  THAT THE C-141 25X1A  
 WOULD TRANSIT  FOR REFUELING. THIS LAST MINUTE CHANGE CAUSED AN ADVERSE REACTION AMONG  AND SHOULD BE AVOIDED 25X1A  
 DURING FUTURE EXERCISES, IF AT ALL POSSIBLE.

**D. WE PREFER IN ALL CASES TO CLEAR CUSTOMS ON THE EAST COAST. THERE ARE NO CUSTOMS FACILITIES FOR CIVILIANS AT EDWARDS AFB AND IN THE PAST, WHEN IT BECAME MANDATORY TO USE EDWARDS, DELAYS OF UP TO THREE HOURS WERE EXPERIENCED WAITING FOR CUSTOMS SERVICING. DURING SCOPE SAINT III REDEPLOYMENT, THE MAC CP AT DOVER AFB AT FIRST REFUSED CUSTOMS SERVICES AND DIRECTED THAT THE C-141 PROCEED TO EDWARDS.** 25X1A

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25X1A ABBREVIATED JT MESSAGE FORM  
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CLASSIFICATION

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION INFO PRIORITY			

25X1A

THIS WAS PROBABLY THE RESULT OF [REDACTED]  
WHICH REQUESTED MINIMUM GROUND TIME DURING REDEPLOYMENT.  
FOR FUTURE EXERCISES, IT IS RECOMMENDED THAT HEADQUARTERS  
SPECIFICALLY REQUEST EAST COAST CUSTOMS CLEARANCES.

25X1A

[REDACTED]

F. THE SEIZURE OF THE S-1010 NECK RING ON THE  
DEPLOYMENT FLIGHT WILL BE THE SUBJECT OF A SEPARATE  
MESSAGE.

3. THE STATED OBJECTIVES OF THIS EXERCISE, IN

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25X1A

ADDITION TO THOSE OF SCOPE SAINT II, APPEAR TO HAVE  
BEEN COMPLETED SATISFACTORILY; FROM THE [ ] STAND-  
POINT BOTH EXERCISES HAVE DEMONSTRATED (1) PRACTICABILITY  
OF CONDUCTING U-2R OPERATIONS FROM [ ]

25X1A

25X1A

(2) SUITABILITY OF [ ] ADAPTOR KITS AND ASSOCIATED

[ ] GROUND SUPPORT EQUIPMENT, (3) [ ]

25X1A

[ ] AND (4) FEASI-

BILITY OF CONDUCTING U-2 OPERATIONS FROM [ ] WITHOUT

25X1A

UNDUE PUBLIC INTEREST OR ADVERSE PUBLICITY. IT WOULD  
APPEAR THEN THAT ONLY ONE ASPECT OF OUR PRIMARY MISSION  
REMAINS UNTESTED - "SHORT NOTICE SINGLE STAGING TO A  
FORWARD BASE". DURING SCOPE SAINT II, THE ARTICLE WAS  
ACCOMPANIED ON THE TRANS-ATLANTIC PORTION OF THE FLIGHT  
BY A C-141 TO THE BASE OF OPERATIONS [ ]; FOR  
SCOPE SAINT III, THE ARTICLE WAS FLOWN ON AN "OPEN"

25X1A

FLIGHT PLAN WITH THE DETACHMENT ALREADY IN PLACE AT THE  
● BASE OF OPERATIONS [ ]. BOTH EXERCISES WERE WELL  
PLANNED, MET ALL DEPLOYMENT OBJECTIVES, YET APPEAR INCON-  
SISTENT WITH THE ONE ASPECT OF OUR PRIMARY MISSION WHICH  
WE CONTINUALLY ADVERTISE - RAPID RESPONSE. IT IS  
THEREFORE REQUESTED THAT CONSIDERATION BE GIVEN TO

25X1A

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CONDUCTING THE NEXT SCOPE SAINT EXERCISE UNDER SIMULATED  
OPERATIONAL CONDITIONS TO INCLUDE 48 HOUR DEPLOYMENT  
NOTIFICATION AND COMPLETE  REPORTING.

END OF MESSAGE

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REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.